whether it will be possible for me to bring the Bill within this session. Otherwise, it will be in the Budget Session.

*82. [*The questioner (Shri Basudeb Mohapatra) was absent. For answer* vide col. 33-34 infra].

Alternative airports

83. **PROF. C. LAKSHMANNA:†**
SHRI B. SATYANARAYAN REDDY:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the designated alternative airports for Delhi, Bombay, Madras and Calcutta;

(b) what special facilities are provided in these designated airports to meet the unforseeen requirements when the aircraft are required to be landed in these airports;

(c) what are the plans for their development; and

(d) which agency has been entrusted with the task of providing these facilities?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) to (d) A statement giving the requisite information is laid on the Table of the Sabha.

Statement

(a) The designated alternate airports are as follows:—

(A) For international flights (as reflected in the relevant documents of the International Civil Aviation Organisation).

1. Bombay: Karachi, Delhi, Madras Ahmedabad (for aircraft upto Boeing-707 only).
2. Calcutta: Dhakka, Delhi, Madras.
3. Delhi: Bombay, Calcutta, Karachi.
4. Madras: Bombay, Colombo, Trichirapally (for aircraft upto Boeing-737 only) and Trivandrum (for aircraft upto AB-300 only).

(B) For domestic flights:—

1. Bombay: Ahmedabad, Pune, Madras, Hyderabad, Nagpur, and Delhi.
2. Calcutta: Bhubaneswar, Guwahati, Panagarh, Ranchi, Varanasi and Patna;
3. Delhi: Lucknow, Bombay, Jaipur and Agra;
4. Madras: Bangalore, Tirchirapally and Hyderabad.

(b) The aerodromes indicated at (A) above, with the exception of Ahmedabad, Tiruchirapally and Trivandrum, are full fledged International aerodromes equipped with all necessary facilties including customs immigration and health clearances. As regards Ahmedabad aerodrome, arrangements have been made with the Departments concerned viz. Ministers of Finance, Home and Health for providing the facilities for the clearance of passengers. At Tiruchirapally and Trivandrum airports, such facilities are available since they are already catering for international flights.

(c) The plans for provision of additional facilities in respect of some of the designated alternate airports are as under:

1. Ahmedabad: Installation of outer and middle markers to provide full Instrument Landing System (ILS) facilities is in progress. Construction of an international passenger terminal and expansion of the apron is proposed to be taken in the near future;
2. Hyderabad: It is planned to instal Airport Surveillance Radar (ASR) and to construct an international passenger terminal.
3. Nagpur: Installation of an Air Routes Surveillance Radar (ARSR) is in progress. Strengthening of the runway; strengthening and expansion of apron and expansion

†The question was actually asked on the floor of the House by Prof. C. Lakshmanna.

of passenger terminal are proposed to be taken up during 1989-90.

(d) The National Airports Authority.

PROF. C. LAKSHMANNA: Sir, the designated airports are in two bunches, i.e. for the international flights and for the domestic flights. If you look at the international flights, the three airports which have been mentioned and which do not have the facilities are the airports which are not international airports. Otherwise, all the other airports which have been listed are itnernational airports. Therefore, the question of providing facilities which are required for alternate designated aiports would not be asising in these airports. The question arises only with those airports which are not international airports and at the same time which are designated as alternatie airports. And in all these three airports, these facilties do not exist. That means, if there has to be an emergency situation or a situation where a flight has to land in these airports, it is only notional now that they will be used. They cannot be used because there are not facilities. Secondly, Sir, from among those airports which are listed for domestic flights, some of them are already doing the work of receiving international flights. I see no reason why such airports have not been included as designated alternative airports for international flights. Sir, in that case, what would have happened is that the provision of facilities in those airports would have become quicker and easier and the problems which are normally faced will not be there. I would like to state in this connection that Ahmedabad does not have a ladder for the passengers to get down even for airbus, what to talk of the big-bodies other jet flights. Sir, I had the privilege of landing there and I had the mortification of waiting for hours to get down. Therefore...

MR. CHAIRMAN: You did not jump?

PROF. C LAKSHMANNA: No, Sir. I have not developed wings. Wings have been developed only by the Members on the other side, perhaps. (*Interruptions*). Therefore, Sir, I would like to know from the Minister as to what specific steps would be taken to provide these facilties in the three designated alternative airports which are not international airports and also to include airports which are having the facilities already to receive international flights. Why have they been excluded from the designated alternative airports in the case of international flights?

SHRI SHIVRAJ PATIL: Sir, airports are declared as alternative airport by ICAO in consultation with the State Governments. So, it is not we who declare airports as international airports. And this facility is provided to see that in case of emergency, there are airports where the aircraft can land. So, it is not only one airport which is designated as an alternate airport but there are more than one which are designated as alternate airports. Now there are airports where the necessary facilities are available and we are making use of them. At those places all the facilities are also tried to be provided. And we are trying to bring them on par with the international airports also. Now there are other airports where some facilities are there, but it is not always necessary to call them as alternate airports. ICAO also should agree to that. And the criteria which are applied in declaring an airport as an alternate international airport are the vicinity, the environmental conditions, the routes that are followed and so many other things.

PROF. C. LAKSHMANNA: Mr. Chairman, Sir, I would now like to come specifically to Hyderabad. Sir, Hyderabad has already been cleared for receiving international flights which means that it has been approved by the appropriate bodies for having an airport which receives international flights. If that is the case, what additional difficulty was there in creating or in declaring Hyderabad as a designated alternative airport even for international flights whether it is only for the national or domestic flights? Secondly, Sir, the Minister states that it is planned to instal airport surveillance radar and to construct an in ternational passenger terminal I would like to know from the Hon'ble Minister at what level or at what stage

of palnning is it now and when it is likely to be grounded so that these facilities, even the meagre facilities which have been mentioned would be made available to the airport at Hyderabad so that in due course it can become an international airport by its own right?

SHRI SHIVRAJ PATIL: Sir, we are following the international flight to descend at Hyderabad and make use of the facilities over there. And very specifically we have said that there are only two things which we are trying to do there and other facilities are available, air route surveillance radar and we are going to have an international terminal. I would not like to give any specific time as such but this is likely to be done very soon.

SHRI KAPIL VERMA: Sir, the aircraft have to be diverted to other airports because of bad whether and some other conditions which the Government have spent crores of rupees on installing instrument landing system at various major airports like Bombay, Delhi, Calcutta and other places. They are not generally used by pilots. The PAC Public Accounts Committee, has taken objection to the fact that the instrument landing system is not being used at many of the airport. Now pilots complain that this is because of wrong calibration or improper calibration or poor maintenance so that the pilots do not use it and they instead use visual system. I would like to know from the Government what steps they have taken to ensure that this system is improved and used so that the planes may not have to be diverted, and secondly, as you know the Lucknow airport is being used for diverting planes from Delhi and other places, but it is the most antiquated airport it is a shame that the Capital of the biggest State in the country should have such an airport with not p roper lounge facility, where the runway is very small, the ramp is very small and once I found in the rainy season, four aircraft came together. They all were diverted to Lucknow and there were not enough staircases or ladder to bring down the passengers. At Lucknow the navigational facilities are also very poor. May I know why is this important airport being neglected and what facilities the Government are going to provide there? I do not find its name in the list of airports that are going to be modernised. What steps is the Government taking in this matter?

SHRI SHIVRAJ PATIL: Sir, there are four questions jumbled into one and I shall have to answer each of them I suppose. The first question is about the ILS calibration facilities. The International Airports Authority is calibrating these instruments. They are not calibrating these instruments only in our country but you will be happy to know that they are asked to calibrate these kinds of instruments in other countries also. So, it will be wrong to say that we do not have the calibrating facilities and we are not calibrating.

SHRI KAPIL VERMA: Improper calibration is there.

SHRI SHIVRAJ PATIL: If it were so. it would not have been asked by other countries to calibrate their instruments. let us not go by what appears here and there or somewhere. Let us not go by that and let us not discredit our own people. discredit our own system when others are recognising it.

SHRI KAPIL VERMA: Why are the pilots not using it?

SHRI SHIVRAJ PATIL: Well please let us not discredit our own people, let us not fling mud at overselves. Now, when other countries are using it, if we are saying that we do not have it it will be wrong to say that and I will humbly say, please do not do it. It strikes at the very root of the confidence of the people and the people who are working there. (*Interruptions*).

MR. CHAIRMAN: Shri N. E. Balaram.

SHRI KAPIL VERMA: Sir, the pilots have complained that...

MR. CHAIRMAN: You pass it on to him. (*Interruptions*).

लखनऊ एअरपोर्ट में लैडर है। आप जा कर देख लीजिए।

SHRI SHIVRAJ PATIL: Sir, please, the other question if I do not reply...

MR. CHAIRMAN: Now, what was the other question?

SHRI SHIVRAJ PATIL: The other question is whether we have a ladder at Lucknow. We do have a ladder at Lucknow. If two or three aicraft land at one and the same time we cannot have four ladders at one and the same time.

PROF. C. LAKSHMANNA: I had an opportunity to land there and there is no ladder facility there

श्री सभापति: आप के वक्त हटा दी होगी (**व्यवधान**) . . .

MR. N. E. BALARAM:

SHRI N. E. BALARAM: Sir, may I put the question?

Sir, even now there are minimum facilities for the international flights at the Trivandrum airport. Repeated requiests have been made by the State Government and many Members of Parliament to make that airport as international airport. Would the hon. Minister consider this request and put it in the air list? Large numbers of people have to go to Bombay and if they have to go to Gulf countries, they have to go to Bombay. So it is of immediate necessity.

SHRI SHIVRAJ PATIL: Sir, this airport is being used for international traffic also but the question of declaring it as an international airport has to be decided on the basis of some other considerations also as to how it is going to affect the economy of Air India and many other things are involved. At present we do not have anything before us which will make us declare it as an international airport and as and when the time comes, at an appropriate time and in an appropriate manner, we can do it but I cannot give the exact time and the exact manner when this decision will be taken.

श्री सुरेन्द्र सिंह ठाकुर : माननीय सभापति महोदय, मैं माननीय मंत्री जी का ध्यान इन्दौर, भोपाल और ग्वालियर के हवाई अड्डों की ओर लाना चाहता हूं । निवेदन है कि इन्दौर, भोपाल और ग्वालियर से कुछ समय पूर्व जो मार्निंग में फ्लाइट आती थी उसको तो बन्द किया ही गया है उसके साथ ही जो दिल्ली से फ्लाइट ग्वालियर भोपाल, इन्दौर होते हुए बम्बई जाती थी उसको भी बन्द कर दिया गया है । इसकी वजह से वहां, उस रूट पर आने-जाने वाले यात्रियों को बहुत तकलीफ का सामना करना पड़ रहा है और इसके साथ ही जो फ्लाइट इन्दौर से वाया भोपाल होकर जाती थी उसको भी कैन्सल कर दिया गया है (**व्यवधान**)

SHRI SUBRAMANIAN SWAMY: Are trains being diverted to Gwalior?

श्री सभापति : यह अल्टरनेट एयरपोर्ट का सवाल है ।

श्री सुरेन्द्र सिंह ठाकुर : यह मैं ट्रेन की बात नहीं कर रहा हूं स्वामी जी, मैं हवाई जहाज की बात कर रहा हूं ।

MR. CHAIRMAN: Question is about alternative airports. If you want to know why Bhopal is not included, you can ask the question.

श्री सुरेन्द्र सिंह ठाकुर : जो फ्लाइट्ज़ की सेवा पहले उपलब्ध थी इन शहरों के लिए, क्या वह दोबारा प्रदान करने की कृपा करेंगे ।

श्री शिवराज पाटिल : श्रीमान्, हमारी चेष्टा हमेशा के लिए यही रहती है कि ज्यादा से ज्यादा सुविधाएं ज्यादा से ज्यादा जगहों पर उपलब्ध करा दी जाएं, मगर कभी-कभी ऐसा होता है कि एयरक्राफ्ट की कमी के कारण हम सारे लोगों के समाधान के मुताबिक यह काम नहीं कर सकते । हमारा प्रयास जरूर रहेगा कि जितनी ज्यादा सुविधाएं दी जा सकें, दें ।

SHRI GHULAM RASOOL MATTO: Mr. Chairman, till such time we have an alternate road to Kashmir valley which

we have suffered during the last summer, and also till such time as the electricity goes there, we have to depend exclusively on tourism as the mainstay of our economy. In this connection, in order to cater to the international flights, Government of India has already received clearance for declaring Srinagar as international airport. I would like to know as to what steps have been taken now that the clearance has come from Defence Ministry, to declare Srinagar as international airport and what time it will take for that to be done.

SHRI SHIVRAJ PATIL: I am receiving information from the hon. Member; I will look into that kind of information if it is there; but as far as declaring Srinagar as an international airport is concerned, there are many other things which will be required to be done and it is only after doing those things that an airport of that nature can be declared as an international airport. I cannot give any assurance on the floor of the House.

SHRIMATI JAYANTHI NATARAJAN: Before going into the question of having alternative airports, I want to ask about the facilities that exist at the airports that are there now and on the flights tha are operating now. In my view the staff at the airports that already exist, particularly at the Delhi airport, are indifferent and callous. They are totally indifferent to the needs of the passengers. Flights now, particularly after the recent crash and grounding of other planes, are late by 5 hours, 6 hours, 7 hours, particularly to South. They leave in the middle of the night, at 12 O'clock or 1 O'clock; children are stranded without food, without water, and the staff is utterly callous. They don't even tell us when we can go there and they don't tell us the correct time of departure. The state of affairs is so dismal that it is possible to reach Madras earlier by Bullock-cart. It is much easier to do that than to go by plane. Therefore, will the hon. Minister kindly go into this? We cannot afford plans. We cannot afford new systems. We cannot afford alternative airports. At least, we can expect some courtesy on the part of the staff working in the airlines and at the airports. Will he look into this (*Interruptions*)

SHRI SHIVRAJ PATIL: I think the hon. Member is hurt somewhere and therefore, she has expressed her feelings. (*Interruptions*)

SHRI PAWAN KUMAR BANSAL: We do not know what is the experience of Minister. But Members have common experience and understand the pligt of the public.

(*Interruptions*)

SHRI SHIVRAJ PATIL: If anything wrong has happened anywhere...

(*Interruptions*)

श्री लाल कृष्ण आडवाणी : सभापति जी, मंत्री जी को जानकारी न हो लेकिन जयन्ती नटराजन जो बात अभी कहीं, वह सब समस्याओं के बारे में हैं, व्यक्तिगत कोई बात नहीं है ... **(व्यवधान)**

SHRI RAOOF VALIULLAH: It happens day in and day out. (*Interruptions*)

श्री लाल कृष्ण आडवाणी : मेरे साथ कभी ऐसा अनुभव नहीं हुआ, लेकिन पैसेंजर्स के साथ यह अनुभव बराबर होता रहता है ... **(व्यवधान)**

SHRI SHIVRAJ PATIL: Sir, I am very sorry that some of the Members have been put to inconvenience. (*Interruptions*)

SOME HON. MEMBERS: All. (*Interruptions*)

SHRI A. G. KULKARNI: As pointed but by Shrimati Jayanthi Natarajan and Delhi airport staff are totally callous, inefficient and arrogant. They should be dismissed forthwith.

(*Interruptions*)

SHRI SHIVRAJ PATIL: Sir, I should be allowed to...

SHRI A. G. KULKARNI: How can you be allowed? (*Interruptions*)

SHRI SHIVRAJ PATIL: I should be allowed to reply. (*Interruptions*).

God's sake, please hear what I am saying. You should hear what I have to say. (*Interruptions*) I should be allowed to say that I am sorry if something has happened.

(*Interruptions*)

SHRI A. G. KULKARNI: How are you going to improve it? (*Interruptions*)

MR. CHAIRMAN: He says he is sorry and that he will try to improve. That is all. (*Interruptions*)

SHRI SHIVRAJ PATIL: Sir, may I be allowed to say something? After that, if there are any questions... (*Interruptions*)

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTRY AFFAIRS (SHRI M. M. JACOB): He should be allowed to have his say. (*Interruptions*)

श्री राम अवधेश सिंह : मंत्री जी का बयान बहुत गैर-जवाबदेहपूर्ण है । यह रोज रोज होता है एक दिन की बात होती तो समझ में आ सकती थीं। लेकिन इनको सूचना नहीं है । मंत्रीजी का यह घोर आपत्तिजनक बयान है और गैर-जवाबदेहपूर्ण है । इसलिए इनको इस्तीफा देना चाहिए ।

SHRI SHIVRAJ PATIL: Sir, I have noted the feelings of hon. Members. We will certainly try to do as much as we can. At the same time, I think, hon. Members will show...

SHRI RAM AWADHESH SINGH: Are you unaware of all these things?

SHRI SHIVRAJ PATIL: I am sure hon. Members realise the difficulties. I I am putting forth the difficulties. I am not defending anybody. We are not here to defend anybody. We are here to help the people. We are here to help hon. Members. We try to do our best. This is our approach. But I should be allowed to maintain the confidence of our people also. It is only through them that the service can be provided to the hon. Members. If there are any difficulties faced by them I should be allowed to explain them in this august House to the hon. Members. Otherwise, you will not have the authentic information anywhere excepting from the one who is sitting in that Ministry and in this House. I am not trying to say that there have not been delays. I am not saying that people might not have behaved in a manner in which they should not have. I am not defending them. Appropriate action in appropriate manner can certainly be taken, but at the same time, let us realise that the aviation for the entire country we are doing with 50 aircraft, we are transporting one crore people and we are not only flying at different places but we are also trying to provide as many facilities as are there.

SHRI YASHWANT SINHA: Is that an excuse for poor performance?

SHRI SHIVRAJ PATIL: If this is not realised, we will be shaking the very confidence of the people who are working there. On the one hand we will have to see that there is discipline and on the other we have to see that there is confidence created among them and the facilities are also provided. (*Interruptions*). I have already said that we will do our best.

SHRI YASHWANT SINHA: He has not enquired into the matter. (*Interruptions*)

SHRI M. S. GURUPADASWAMY: Let in future all the air tickets have an automatic insurance cover of Rs. 15 lakhs for all the passengers.

श्री लाल कृष्ण आडवाणी : मेरा सुझाव है कि इंडियन एयर लाइन्स की वर्किंग पर एक चर्चा हो जाये, पूरी चर्चा हो जाये ।

श्री सभापति : आप लिख कर दे दीजिए ।

श्री राम अवधेश सिंह : मंत्री जी को अभी तक इस बात की जानकारी नहीं है . . . **(व्यवधान)**

SHRI SHIVRAJ PATIL: I am ready for a full-fledged discussion, not half-an-hour discussion.

SHRI SUBRAMANIAN SWAMY: sir, the discourtesy that all Members have mentioned is actually a product of the culture of that Ministry because the Minister himself has not replied to the letter of Mr. Yashwant Sinha written over a month ago. He just sent an acknowledgement saying that he was looking into it and since then he is looking into it.

MR. CHAIRMAN: He is concentrating on it.

AN HON. MEMBER: Is that a question?

SHRI SUBRAMANIAN SWAMY: No, no, I am giving you the background. From now till March will be the period where the maximum delays will take place on the pretext of fog. You talk of the international standards. The London airport has much thicker fog than Delhi or Calcutta airport. Calcutta is a perennial problem. And the instruments that you have put are perhaps 30 to 40 years old. I think it is either a deliberate decision to have this kind of outdated technology or you really do not care, I do not know. I would like to know whether you have considered putting in those instruments, landing instruments, which are now available all over the world, which minimise the need for going to alternative airport when the fog takes place. Why you have not replied to his letter that also you have to answer.

SHRI SHIVRAJ PATIL: Sir, the hon Member knows that if I receive a letter I cannot reply to it without getting the informaion and this information does not come from the Ministry, this information has to come from the public sector undertakings. And if that public sector undertaking is spread through the length and breadth of the country, the letter has to go to the place. Only after the inforamation is received it can be replied to.

SHRI YASHWANT SINHA: This relates to Delhi airport.

SHRI SHIVRAJ PATIL: I do not know whether you are referring to this letter or that letter. You cannot expect me to remember all the letters by memory.

MR. CHAIRMAN: But you will try to do it.

SHRI SHIVRAJ PATIL: Certainly, that has always been our stand. Always we will try to do it. Supposing the hon. Members have expressed their views very very forcefully, we certainly take note of these. Even without that, we will do it. We will do whatever is necesary to do.

SHRI SUBRAMANIAN SWAMY: What about the instrument landing system?

SHRI SHIVRAJ PATIL: We do have instrument landing system at different places. Not only the old instrument landing systems, but we would like to have new instrument landing systems, the advanced instrument landing system also. At the same time there is the question of having funds for this purpose also. I cannot have all the new instruments at all the places in one year's time. And here Government, and rightly also, expects the Airlines to earn themselves and then support themselves. There is the constraint on the budgetary support also. We are trying to have instrument landing systems, expansion of airports, capacity increasing training facilities and so many other things. All the things at one and the same time and in all the places cannot be done. I hope the hon. Members understand that.

SHRI KAPIL VERMA: But the pilots are not using the instrument landing systems.

SHRI P. N. SUKUL: Sir, for the consruction of a civil aviation terminal at Gwalior, the foundation stone was laid in May 1986 by the then Minister, Mr. Tytler, and at that time he gave an assurance that the work would be completed within 24 months. Now even after 30 months, the construction has not yet started. Will the Minister kindly therefore tell us why construction has not yet started, when it will start and when it will be completed?

SHRI SHIVRAJ PATIL: Sir, the construction of the airport has to be done by the National Airport Authority. This National Airport Authority has come into existence only two or three years back. And this National Airport Authority is not given any budgetary support. They have to get the loans from other organisations with the Civil Aviation Ministry and there is constraint of funds. But if any previous Minister has given any assurance, it would be our duty to see that that assurance is fulfilled. Maybe here is a matter of time whether we are able to do it in one years's time or two year's time. But if the assurance is given, we will certainly fulfil it.

MR. CHAIRMAN: Question No 84. Absent. Question No. 85. Absent. Question No. 86.

*84. [*The questioner (Shri Harvendra Singh Hanspal) was absent. For answer* vide *Cols.* 34-35 infra].

*85. [*The questioners (Shri T. R. Balu and Shri V. Gopalsamy) were absent. For answer* vide *col.* 35 infra].

Workshop on Vedic Mathematics

*86. SHRI SHANKER SINH VAGHELA:†

SHRI PRAMOD MAHAJAN:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether, under the asuspices Rashtriya Ved Vidya Pratisthan, a worshop on Vedic Mathematics was held on October, 4th-7th, 1988 in Ahmedabad; if so, the details of the partcipants and the recommendations made therein; and

(b) what follow-up action has been taken or is proposed to be taken on each recommendation?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P. SHIV SHANKER): (a) Yes, Sir. Details are furnished in Statements 1 & 2 attached. (*See* below)

(b) As a first step, a round table of Vedic Mathematicians and other Mathematicians is proposed to be held.

†The question was actually asked on the floor fo the House by Shri Shanker Sinh Vaghela.

Statement-1

List of participants in the workshop at Ahmedabad from 4th to 7th October 1988

1. Professor H.C. Khare. 9. Jawahar Lal Nehru Road, Allahabad. — Director of the Workshop
2. Dr. A.R. Patel Member of Parliament, 5-B, Parliament House, New Delhi.
3. Dr. (Mrs.) Aruna Nigam. Department of Mathematics, Lucknow University, Lucknow.
4. Shr Ashok Khandelwal 10, Talkatora Road, New Delhi.
5. Dr. B. Rai, Department of Mathematics, University of Allahabad, Allahabad.
6. Mrs. C. Santamma. Department of Physics, Andhra University, Vishakhapatanam.
7. Mr. Dila Ram Vill. Bahadurpur. P.O. Sodholi Distt. Saharanpur (U.P.)
8. Shri Dilip Kulkarani, 1, Meghadut Suchanagar, Behind Peshava Park, Pune-411030,